



Arlington Transportation Advisory Committee

Date: Wednesday, August 12, 2020

Time: 7:00 PM **(NOTE TIME CHANGE)**

Location: Conducted via Remote Participation

To Register for this Zoom meeting:

<https://town-arlington-ma-us.zoom.us/join/jwkc-uogzMrH9YOSnYKUhzlTYM72vYmAS97>

Meeting ID: 989-4205-8152

After registering, you will receive a confirmation email containing information about joining the meeting.

Members of the public are asked to send written comment to:

damstutz@town.arlington.ma.us.

Additional documents regarding the below agenda items will be posted to the calendar notice on the Town's website at:

<https://www.arlingtonma.gov/Home/Components/Calendar/Event/23089/18>

Notice to the Public on meeting privacy

In the interests of preventing abuse of videoconferencing technology (i.e. Zoom Bombing) all participants, including members of the public, wishing to engage via the Zoom App must register for each meeting and will notice multi-step authentication protocols. Please allow additional time to join the meeting. Further, members of the public who wish to participate without providing their name may still do so by telephone at 312-626-6799 using the meeting ID provided above.

Agenda

NOTE: Times are for planning purposes only and will vary depending upon discussion. If time becomes short, some topics may be postponed to a later meeting.

1. **7:00 Administration** – Chair (10 min)
 - a. Script for Remotely Conducted Meetings
 - b. Approval of 07/08/20 meeting notes (please review before meeting)
 - c. Correspondence
 - d. Active Projects List
2. **7:10 Public Comments** (for information only, not for action) – Chair (5 min)
3. **7:15 Town Issues/Activities (not already on the agenda)** -- Wayne/Dan/Corey (15 min)
4. **7:30 Discussion: Proposed Mass Ave Hotel** – Working Group (15 min)

5. **7:45 Update: Arlington High School** – Working Group (10 minutes)
6. **7:55 Update: Appleton St/Appleton Pl/Mass Ave** – Howard (10 min)
7. **8:05 Update: Thompson School Traffic Calming** – Laura/Scott (10 min)
8. **8:15 Update: Chestnut St. Traffic Calming** – Jeff/Wayne (15 min)
9. **8:30 Update: Appleton Street at Park Ave** – Jeff/Wayne (5 min)
10. **8:35 Update: Crosswalk on Academy at Maple** – Corey (5 min)
11. **8:40 Update: Mass Ave Crosswalks at Water St, Town Hall and Academy St** – Working Group (5 min)
12. **8:45 Adjourn**

Correspondence Sent/Received from 05/07/20 to 06/04/2020:

1. Email message dated July 1, 2020, to Howard Muise, TAC Chair, from Jenny Raitt, Director Department of Planning and Community Development, regarding review of ARB EDR Special Permit Docket 3602 1207-1211 Massachusetts Avenue.

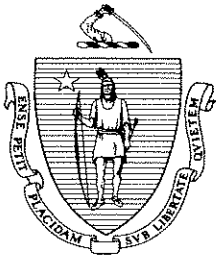
Next Formal Meetings:

09/09/20 Wednesday – Location To Be Determined.

10/14/20 Wednesday – Location To Be Determined.

Attachments:

- 1) Governor Charles Baker's 3/12/2020 Executive Order Suspending Certain Provisions of the Open Meeting Law.



OFFICE OF THE GOVERNOR
COMMONWEALTH OF MASSACHUSETTS
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CHARLES D. BAKER
GOVERNOR

KARYN E. POLITO
LIEUTENANT GOVERNOR

**ORDER SUSPENDING CERTAIN PROVISIONS
OF THE OPEN MEETING LAW, G. L. c. 30A, § 20**

WHEREAS, on March 10, 2020, I, Charles D. Baker, Governor of the Commonwealth of Massachusetts, acting pursuant to the powers provided by Chapter 639 of the Acts of 1950 and Section 2A of Chapter 17 of the General Laws, declared that there now exists in the Commonwealth of Massachusetts a state of emergency due to the outbreak of the 2019 novel Coronavirus ("COVID-19"); and

WHEREAS, many important functions of State and Local Government are executed by "public bodies," as that term is defined in G. L. c. 30A, § 18, in meetings that are open to the public, consistent with the requirements of law and sound public policy and in order to ensure active public engagement with, contribution to, and oversight of the functions of government; and

WHEREAS, both the Federal Centers for Disease Control and Prevention ("CDC") and the Massachusetts Department of Public Health ("DPH") have advised residents to take extra measures to put distance between themselves and other people to further reduce the risk of being exposed to COVID-19. Additionally, the CDC and DPH have advised high-risk individuals, including people over the age of 60, anyone with underlying health conditions or a weakened immune system, and pregnant women, to avoid large gatherings.

WHEREAS, sections 7, 8, and 8A of Chapter 639 of the Acts of 1950 authorize the Governor, during the effective period of a declared emergency, to exercise authority over public assemblages as necessary to protect the health and safety of persons; and

WHEREAS, low-cost telephone, social media, and other internet-based technologies are currently available that will permit the convening of a public body through virtual means and allow real-time public access to the activities of the public body; and

WHEREAS section 20 of chapter 30A and implementing regulations issued by the Attorney General currently authorize remote participation by members of a public body, subject to certain limitations;

NOW THEREFORE, I hereby order the following:

(1) A public body, as defined in section 18 of chapter 30A of the General Laws, is hereby relieved from the requirement of section 20 of chapter 30A that it conduct its meetings in a public place that is open and physically accessible to the public, provided that the public body makes provision to ensure public access to the deliberations of the public body for interested members of the public through adequate, alternative means.

Adequate, alternative means of public access shall mean measures that provide transparency and permit timely and effective public access to the deliberations of the public body. Such means may include, without limitation, providing public access through telephone, internet, or satellite enabled audio or video conferencing or any other technology that enables the public to clearly follow the proceedings of the public body while those activities are occurring. Where allowance for active, real-time participation by members of the public is a specific requirement of a general or special law or regulation, or a local ordinance or by-law, pursuant to which the proceeding is conducted, any alternative means of public access must provide for such participation.

A municipal public body that for reasons of economic hardship and despite best efforts is unable to provide alternative means of public access that will enable the public to follow the proceedings of the municipal public body as those activities are occurring in real time may instead post on its municipal website a full and complete transcript, recording, or other comprehensive record of the proceedings as soon as practicable upon conclusion of the proceedings. This paragraph shall not apply to proceedings that are conducted pursuant to a general or special law or regulation, or a local ordinance or by-law, that requires allowance for active participation by members of the public.

A public body must offer its selected alternative means of access to its proceedings without subscription, toll, or similar charge to the public.

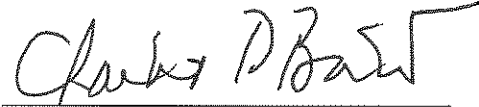
(2) Public bodies are hereby authorized to allow remote participation by all members in any meeting of the public body. The requirement that a quorum of the body and the chair be physically present at a specified meeting location, as provided in G. L. c. 30A, § 20(d) and in 940 CMR 29.10(4)(b), is hereby suspended.

(3) A public body that elects to conduct its proceedings under the relief provided in sections (1) or (2) above shall ensure that any party entitled or required to appear before it shall be able to do so through remote means, as if the party were a member of the public body and participating remotely as provided in section (2).

(4) All other provisions of sections 18 to 25 of chapter 30A and the Attorney General's implementing regulations shall otherwise remain unchanged and fully applicable to the activities of public bodies.

This Order is effective immediately and shall remain in effect until rescinded or until the State of Emergency is terminated, whichever happens first.

Given in Boston at 6:40 PM this 12th day of
March, two thousand and twenty.

A handwritten signature in dark ink, appearing to read "Charles D. Baker", written over a horizontal line.

CHARLES D. BAKER
GOVERNOR
Commonwealth of Massachusetts



Transportation Advisory Committee

Date: July 8, 2020.

Time: 7:00 PM – 9:00 PM.

Location: Conducted via Remote Participation (Zoom).

Minutes.

Members in Attendance: Daniel Amstutz, Aravind Basavapathruni, Ky Bertoli, Wayne Chouinard, Lenard Diggins, Chuck Giroux, Melissa Laube, Jeff Maxtutis, Howard Muise, Tycho Nightingale, Scott Smith, Laura Swan.

Members Missing: Corey Rateau.

Members of Public in Attendance: Alison Piasecki, Galen Mook, Thomas Proctor, Linda Epstein, Paul Schlichtman, Brian Ristuccia, Anne Dinoto, Marc Colosimo.

1. Administration.

The Chair (Howard Muise) read the script for remotely conducted meetings, referred the members to the agenda attachment entitled "Governor Charles Baker's 3/12/2020 Executive Order Suspending Certain Provisions of the Open Meeting Law", and announced that the meeting was being recorded. The minutes of the June 10, 2020 meeting were approved by roll call vote.

Muise noted one email message dated June 18, 2020, from Christian Klein, Chair, Arlington ZBA, regarding a request for comments on updated materials on Thorndike Place, dated June 16. No comments were provided because there was no updated information on transportation.

1. Public Comments.

a. None.

2. Town Issues/Activities.

a. Wayne Chouinard provided updates from the Department of Public Works:

Pavement preservation, crack sealing and road rehabilitation is ongoing.

The installation of the new signals at Lake St., and the Minuteman Bikeway and Brooks Ave is moving along.

The Arlington Center Sidewalk project is ongoing.

The DPW is fully staffed and has returned to the office.

b. Daniel Amstutz provided an update from the Department of Planning and Community Development:

The planning department is fully staffed but has not yet returned to the office.

The select board approved the removal of parking on Medford St. and Broadway for outdoor dining. Mike Rademacher, Department Director of the DPW, is coordinating the jersey barrier installation. Jeff Maxtutis inquired if the town applied for a MA shared street grant for the implementation. Amstutz replied no and mentioned using some existing barriers for this phase of outdoor dining and any forthcoming plans in the East and Heights.

Amstutz relayed a request from Jenny Raitt, Director of the DPCD, to review a traffic analysis study of the proposed hotel on Mass Ave for the ARB. A working group of Howard Muise, Jeff Maxtutis, Tycho Nightingale, Dan Amstutz and Scott Smith was established to review the study and site plans.

Amstutz reported results from an ABAC traffic count in front of Town Hall on June 25. There were almost 1,600 people counted in the 12 hours between 7 am and 7 pm. There were 450 people on bikes, 1,100 walkers, and another 120 pedestrians used the cross walk in front of Town Hall.

Amstutz noted that a transportation survey for Connect Arlington closes on 7/17 and a virtual forum will be held on 7/30.

3. Shared Street Pilot (Daniel Amstutz)

Amstutz noted the planning department's focus has been on the efforts to assist the Town's economic recovery specifically with respect to outdoor dining.

Jeff Maxtutis mentioned that he and Amstutz are members of MA APA and recently presented a case study for Arlington on a national planning webinar.

4. Arlington High School (Howard Muise)

Muise reminded the committee that in October 2018 a working group, consisting of Amstutz, Laube, Maxtutis and Muise, reviewed a draft traffic impact study for the Town Manager. Recently the TAC received a response to its original feedback in the form of a supplemental traffic impact and analysis study (TIAS). A draft review prepared by the working group contains a summary of recommendations by the consultant for improvements and identifies outstanding questions. Muise reviewed the study's recommendations and invited input from the committee.

The first recommendation of the study was that the Town should consider installing traffic signals at the Grove Street intersections with Summer Street and Massachusetts Avenue. Wayne noted the DPW project may impact the addition of a driveway to Grove Street. Scott Smith noted that the proposed signal at Grove Street and Massachusetts Avenue was less than 300 feet from the existing signal at Highland Street and Massachusetts Avenue, and asked if any coordination between the signals was considered. Daniel Amstutz noted the study did suggest signal coordination on Massachusetts Avenue but not on Summer street. Jeff Maxtutis clarified that the committee did not necessarily agree with TIAS recommendations and that the working group would finalize the review considering input from the committee. Wayne mentioned that in the context of new traffic signals an adaptive system for the Massachusetts Avenue corridor maybe worth considering. Maxtutis was supportive of an adaptive system but noted the gains will likely be seen at off peak periods. Laura Swan noted that the plan for the high school did identify a possible driveway off Grove Street. Muise noted the feasibility of the Grove Street driveway is dependent on plans for the DPW property.

The second recommendation of the study was that the Town should consider installing a traffic signal at the intersection of Mill Street, Mill Brook Drive and Millbrook Square Driveway along with "Do Not Block Intersection" signing and pavement markings. Maxtutis questioned the assumption that traffic would enter Schouler Court and proceed all the way around the back of the High School to Mill Street. He suggested the existing pattern, utilizing the bank parking lots for drop-off will persist. Muise indicated a major entrance to the school would be relocated to the rear which Paul Schlichtman confirmed.

The third recommendation Muise reviewed was that the Town should re-time the signal at the intersection of Massachusetts Avenue, Schouler Court and Lockeland Avenue after the new school building opens. Paul Schlichtman reviewed the construction schedule for the committee.

The fourth recommendation of the study included adjusting the pedestrian signal timing at the crosswalk on Massachusetts Avenue in front of the school to conform with current Manual on Uniform Traffic Control Devices (MUTCD) guidelines. Smith wondered if bump outs would allow for a shorter signal. There was discussion about installing a flashing beacon versus the maintaining the current signal.

The fifth recommendation was for the Town to consider installing a pullout on eastbound Summer Street at the existing paved connection between the sidewalk on the south side of the street and the Minuteman Bikeway. Amstutz expressed doubts that three spaces for drop-off would be sufficient. Muise noted that people would be using that location for drop-off so a formalized location might be beneficial. Chouinard said there was a nearby town parcel over 150 feet long which may allow for more than three spaces. Amstutz noted the road was wide in this area and it maybe possible to achieve the lane without adjusting the curb.

The final recommendation reviewed concluded that a cycle track or cycle track elements cannot be implemented on Massachusetts Avenue without obtaining additional right-of-way. Amstutz indicated he did not support this recommendation because the consultant assumed no changes in existing lane use or width. Wayne expressed concerns that a short section of cycle track would be too segmented from the rest of Massachusetts Avenue east and west of the track. Maxtutis also preferred consistency versus a short section of cycle track. Muise noted a bump out for the signalized crosswalk may complicate any cycle track. Smith said his experience with cycle tracks in Somerville and Cambridge has been a mixed bag.

Muise solicited public input. Brian Ristuccia wondered if the plan was long-term aligned with the town's climate plans. Galen Mook argued that this could be a missed opportunity to influence a generation of commuting habits. He lamented the lack of emphasis on bike infrastructure. Anne Dinoto pointed out that community advocacy greatly changed plans for a similar corridor along Commonwealth Avenue near Boston University. Linda Epstein indicated support for parking restrictions on the south side of Massachusetts Avenue during drop-off and pick-up hours and pointed out that Cambridge Street in Cambridge has a short section of cycle track near the library.

5. Appleton St/Appleton PI/Mass Ave

Daniel Amstutz indicated that he had no update on the design review committee but noted that in the meantime Arlington Police Department established a no left-turn restriction from Massachusetts Avenue westbound onto Appleton St/Appleton PI during evening hours. Wayne Chouinard raised a concern about design by committee. Amstutz and

Muise pointed out that the Select Board had already approved the committee and membership. Lenard Diggins noted that he expected to be the Select Board liaison with TAC.

6. Thompson School Traffic Calming

Laura Swan noted that the uncertainty regarding school reopening in the fall may impact traffic as there may be limits to the number of students in the building at any one time. The group plans to meet with the Thompson School Principal to discuss various scenarios. Howard Muise asked when the playground was slated to rebuilt. Swan responded that it was slated for construction this summer. Muise suggested reviewing the plans for the playground for any impact on pedestrian flows.

7. Chestnut St. Traffic (Daniel Amstutz)

Howard Muise mentioned that the Select Board may be asked to establish a design review committee similar to the one for Appleton St/Appleton Pl/Mass Ave to study both short-term and long-term improvements in the area. Wayne Chouinard questioned the efficacy of another design committee.

The Chair proposed carrying over the remaining agenda items to the next meeting.

The meeting was adjourned at 9:00 PM.

ACTIVE PROJECTS LIST 08/12/2020

Date Started	Subject	Source	Working Group*	Status	BoS Date Closed	Agency Action Complete
Jun-20	Mass Ave (1207-1211) Hotel Proposal	Arlington Redevelopment Board	Muise, Maxtutis, Amstutz, Smith, <i>Nightingale</i>	TIAS review underway		
May-20	Chestnut St. Traffic Calming	Select Board	Chouinard, Rateau, <i>Schlichtman</i>			
Feb-20	Thompson School Traffic Calming	Neighbors	Swan, Smith, Basavapsthruni, Amstutz, Maxtutis,	Leah Broder made presentation to TAC at May 2020 meeting. WG to meet with Thompson Principal.		
Jan-20	Mass Ave Crosswalks: Water St, Town Hall, Academy St	Ex Comm	Wayne, Corey, Jeff, Tycho, Dan	Dan has pedestrian volumes for Town Hall crosswalk		
Dec-19	Apothca Marijuana Dispensary	ARB	Ex Comm	Review of Traffic Impact Statement provided to ARB 12/9/2019		
Dec-19	Wellesley Rd One-Way	Select Board	<u>Maxtutis</u> , Smith, Swan	Project combined with Thompson School Traffic Calming		
May-19	Crosswalk on Grove Street	Select Board	<u>Muise</u> , Smith, Laube	On hold pending plans for DPW property		
Apr-19	Parking and Traffic Direction on Bartlett Ave	Select Board	<u>Rateau</u> , Amstutz	Parking regulations clarified. Evaluating results.		
Oct-18	Arlington High School Rebuild	Town Administrator	<u>Muise</u> , Maxtutis, Amstutz, Laube	Reviewing Supplemental TIA		
Aug-18	New Crosswalks:	Jim Feeney, Assistant TM				
	-- Academy St at Maple St		Rateau, Chouinard	Conduct count/gap study on Academy		
	-- Rhinecliff St at Oakland St		Rateau, Chouinard	TAC voted not to recommend a crosswalk on 10/10/18	Sent to Jim Feeney 11/7/18	
	-- Medford St at Webcowet Rd/ Hamlet St		<u>Muise</u> , Smith, Laube	TAC voted not to recommend a crosswalk on 12/12/18		
	-- Enhancement at Pleasant at Wellington		Rateau, Chouinard	Underway by DPW		
Jan-18	Traffic Calming on Kensington Park	BoS 3/8/18	<u>Muise</u> , Heidell, Kmetz	TAC voted no action		
Apr-17	Lake Street Traffic Signal Design Working Group	Appointed by Town Manager	<u>Chouinard</u> - Chair, Rateau - APD, Maxtutis - TAC	100% plan complete; capital funds being sought.		
Dec-16	Bike Share Program	TAC	<u>Amstutz</u> , Smith	LimeBike underway 6/28/18; mostly electric assist 2019		
Dec-16	Speed Safety Zones -- Jason St at Menotomy Rocks Park entrance	BoS 11/28/16	Maxtutis, <u>Rateau</u>	New traffic counts to be taken on Jason St st Menotomy Rocks Pk		
Feb-16	Traffic Signal Working Group	DPW	<u>Chouinard</u> , Maxtutis, Muise, Smith	WG meeting held 2/7/17		
Oct 15 (Aug 13)	Appleton St./Paul Revere Rd.	Maria Teager/BoS	<u>Gordon</u> , Rateau, Laube, Muise, Chouinard	Counts completed at Appleton/Park for signal warrant analysis		
Apr-15	Thorndike Place (Mugar Property)	Planning Dept.	<u>Muise</u> , Maxtutis, Chouinard, Rateau,	State 40B finding appealed to State by BoS		
Apr-15	Safe Pedestrian Access at Bus Stops	TAC	<u>Laube</u> , Smith, Gordon, Muise, <i>Rivas</i>	Final report and recommendations being developed..		
Jul-14	Wildwood Avenue Safety Concerns	BoS	<u>Chouinard</u> , Rateau	New STOP sign requested through DPW; curb work and new XW to be installed in spring 2016		DPW
On-going	Parking Advisory Committee	ARB/PD/ PTBC/Town Manager	Muise - TAC; Rateau - APD, Amstutz - Planning	Developing recommendations for FY 2021 Parking Benefits District improvements		
Aug-13	Paul Revere Road	BoS	<u>Muise</u> , Maxtutis, Chouinard, Rateau, Gordon	Project merged with Appleton St. study		
Apr-12	Jason Street Cut-through Traffic	BoS	<u>Muise</u> , Laube, Maxtutis, Rateau	Investigate speed safety zone at Menotomy Rocks Park entrance; traffic speed and volume between Irving and Mass Ave		

*APD and DPW are included on all working groups. Working group lead is underlined. Italics indicate non-member volunteers.

Completed -- to be removed

Changes this month

Standing Working Groups

	Crosswalk Flag Program		Laube, Maxtutis, Rateau, Swan	Contacted School Committee re: buying flags. Awaiting decision. No recommendation yet re: retro-reflectivity material.		
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TRANSPORTATION ADVISORY COMMITTEE.

Arlington Planning Department, 730 Mass Ave,
Arlington MA, c/o Daniel Amstutz.

Date: August 6, 2020.
To: Jenny Raitt, Director, Department of Planning and Community Development.
From: TAC 1207-1211 Massachusetts Avenue Working Group.
Subject: Traffic Impact and Access Study Review.

Memorandum.

The TAC working group for 1207-1211 Massachusetts Avenue (proposed hotel development) has reviewed the proponent's Traffic Impact and Access Study (TIAS), dated June 2020. The working group includes Jeff Maxtutis (TAC Vice Chair), Tycho Nightingale, Dan Amstutz (Planning and Community Development Department), Scott Smith and Howard Muise (TAC Chair), and offers the following comments on the TIAS and site plan documents. The review did not include the proposed Traffic Reduction Plan for the project.

1. The TIAS concludes "that the vehicle trips generated by the Project can be accommodated at study area intersections and roadways without the need for further mitigation. Further investigation of safety issues throughout the area should be considered by the Town of Arlington." Although the proposed project's traffic impacts are not substantial, the impacts on traffic, pedestrians and bicyclists are also not negligible. The working group recommends the following:

✎ In its summary, the report also concludes that "There are safety issues at the intersection of Massachusetts Avenue at Appleton Street and Appleton Place based on MassDOT crash data. A fatal collision involving a bicyclist recently occurred at this location." This conclusion appears to contradict the overall conclusion of the report cited above. It is standard practice in traffic impact reports for the applicant's traffic engineer to identify potential mitigation measures for deficient locations impacted by a proposed project. Since the project will add vehicular, bicycle and pedestrian travel through the Massachusetts Avenue/Appleton Street/Appleton Place intersection, which is a high crash location, the ARB should ask the applicant to identify potential improvements at the intersection and should consider asking the applicant to contribute to mitigation improvements at that location.

✎ The applicant should submit a parking supply/demand analysis to show that the project is providing sufficient on-site, off-site and on-street parking to accommodate the parking needs of hotel and restaurant patrons and employees (see more detailed discussion of parking below). This analysis should include demonstrating that an additional eight tandem spaces can be accommodated on-site and should be based on the peak time of combined hotel and restaurant demand. In addition, the analysis should include consideration of the possible loss of on-street parking with potential improvements at the Massachusetts Avenue/Appleton Street/Appleton Place intersection.

✎ Clark Street sidewalk, roadway, and curb adjacent to the site appears to be in poor condition. The Applicant should repair the sidewalk curb between Massachusetts Avenue and the project driveway along the site frontage of Clark Street. The existing pedestrian ramp on the southeast corner of Massachusetts Avenue/Clark Street is not ADA compliant. There is no ramp on the opposite

corner. The Applicant should provide ADA-compliant ramps and detectable warning panels on both corners.

✎ The site concept shows two trees on the Mass Ave frontage. There is one existing street tree which is not shown. The applicant should explore if the existing street tree can be retained and whether additional street trees can be provided to improve the walking environment along Massachusetts Avenue.

✎ As shown in the renderings of the front of the building, there will be a sidewalk along the west side of the semi-circular driveway but not on the east side, which is depicted to have plantings. A sidewalk should be added on the east side to allow pedestrians to walk safely to the hotel front door coming from the east along Massachusetts Avenue or the bike rack.

✎ The Proponent should be required to provide handicap ramps on all sidewalk approaches to the three driveways. No ramps are depicted on the Landscape and Grading plans. Where the front driveways cross the sidewalk, the detail on the Grading Plan shows a 1.5 percent cross slope for three feet starting from the back of sidewalk and up to 15 percent for the remainder of the distance to the street. The driveway slopes should be reanalyzed to make sure they are ADA compliant.

1. The TAC working group has the following questions and comments about the study methodology:

✎ The report does not include a parking supply/demand analysis. The proposed parking supply consists of 24 tandem spaces in below-grade parking, accessed via Clark Street at the back of the building. Vehicle parking will be controlled by valet service that will pick-up and drop-off vehicles in the circular driveway in front of the building. The letter, dated June 24, 2020, from Jennifer Raitt, Director of the Department of Community Development, states that an additional 10 off-site spaces will be provided at the Ottoson School and 1289 Massachusetts Avenue. This information should be included in the TIAS. The report indicates that there is on-street parking in the area and that the hotel will not reduce the number of one-street spaces and that an additional eight tandem spaces could be added. The site plan does not appear to show enough space to accommodate additional parking. The report should show that there is sufficient on-site, off-site and on-street parking to accommodate hotel and restaurant parking for patrons and employees. This should include demonstrating that an additional eight tandem parking spaces can be accommodated on-site and should be based on the peak time of combined hotel and restaurant demand. In addition, the analysis should include consideration of the possible loss of on-street parking with potential improvements at the Massachusetts Avenue/Appleton Street/Appleton Pace intersection.

✎ Pedestrian/bicycle volumes were only gathered for AM and PM commuter peak periods on one day in February (February 4, a day with cloudy weather and temperature in the 40s). The pedestrian/bicycle volumes were listed in the Appendix but were not analyzed in the report. The study did not capture the school-related mid-afternoon peak period. Understanding existing and future pedestrian/bicycle activity will help to identify any existing or prospective safety issues in the area. Since counts cannot be taken at this time due to the Covid pandemic, the applicant should identify any existing or prospective safety issues for pedestrians and bicycles

Transportation Advisory Committee Members:

Daniel Amstutz (Planning), Ky Bertoli, Aravind Basavapathruni, Wayne Chouinard (Public Works), Lenard Diggins, Charles Giroux, Melissa Laube, Jeff Maxtutis, Howard Muise (Chair), Tycho Nightingale, Officer Corey Rateau (Police), Scott Smith, Laura Swan

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⌵ Section 3.4 of the TIAS discusses the various factors (walking, bicycling, and using transit) that could reduce the share of trips that would be made by motor vehicle but never states what vehicle mode share was used. The report should provide that information. This would help to determine if the 24 proposed parking spaces are adequate for the project's parking demand (see comment above).

⌵ There were no traffic counts performed at existing site driveways to identify existing site trip generation. The consultant used Institute of Transportation Engineer (ITE) trip generation rates to estimate the existing volume of traffic generated by the current uses on the site. This included using High Turnover Sit Down Restaurant trip generation rates to estimate the existing trip generation of the Disabled American Veterans (DAV) Club. It is our understanding that the DAV closed in 2014 and, therefore, has not been generating site trips since then. It seems contrived to consider future trips from the restaurant being offset by "existing" trips from the DAV. If the existing number of trips from the site was reduced by the 28 vehicle trips in the AM peak hour and 27 in the PM peak hour estimated for the DAV, the net increase in new project trips would be about double the trip generation presented in the report.

⌵ The study erroneously refers to this part of Massachusetts Avenue as Route 2A. Summer Street is Route 2A in this area.

⌵ It should be noted that the crash rate at Massachusetts Avenue/Forest Street/Burton Street of 0.54 nearly meets the threshold rate of 0.57, which is indicative of a high accident location.

⌵ The future analysis year was 2025 (5 years). Typically a 7-year horizon is used.

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